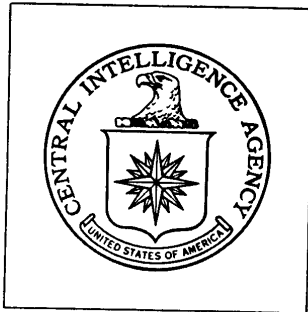


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**DIRECTORATE OF  
INTELLIGENCE**

**General Purpose Weapons  
Industrial Facilities**

*Basic Imagery Interpretation Report*

**Hsi-an Airframe Plant Yen-liang 172**

**Hsi-an, China**



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INSTALLATION OR ACTIVITY NAME		COUNTRY
Hsi-an Airframe Plant Yen-liang 172		CH
UTM COORDINATES	GEOGRAPHIC COORDINATES	
N/A	34-38-46N 109-13-34E	
MAP REFERENCE		

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SAC 15RTS, USATC 200 Sheet 0385-6A, 1st ed, Nov 59, Scale 1:200,000 (SECRET)

LATEST IMAGERY USED	NEGATION DATE (If required)
	N/A

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ABSTRACT

Hsi-an Airframe Plant Yen-liang 172 and its flyaway field were first observed on aerial photography in June 1962. The plant was then in the mid-stage of construction and had not been connected to its test and flyaway field. By February 1967 the plant had been completed and a taxiway had been built connecting the plant to the airfield. In addition, the runway had been lengthened to its present length [ ] and the airfield's supporting facilities were essentially complete. The plant presently contains over 3.2 million square feet of floor space, and from all appearances was designed to be capable of producing medium to heavy aircraft. There has, however, been insufficient photographic evidence to date of such production.

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The Sino A, a Chinese designed aircraft based on the MIG-19 Farmer (although somewhat larger), has been observed at this plant on two occasions during 1966 and on four occasions in 1967; however, the exact relationship between the Sino A and this facility has not been determined.

NOTE: This report has been published as an interim Basic Imagery Interpretation Report with the concurrence of the Defense Intelligence Agency.

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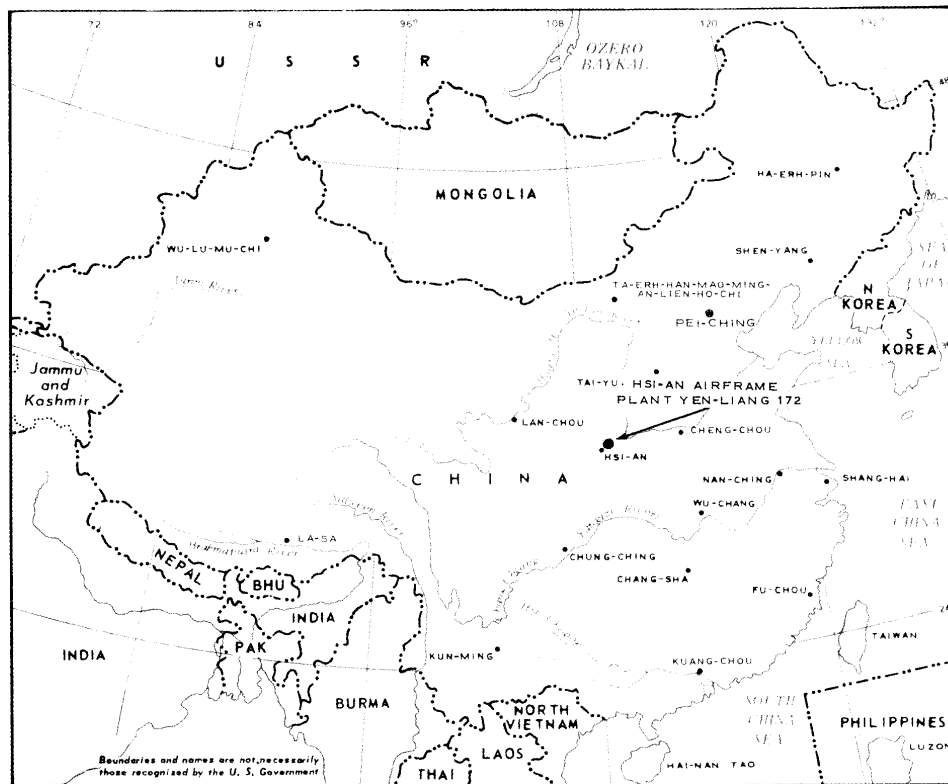


FIGURE 1. LOCATION MAP

INTRODUCTION

Hsi-an Airframe Plant Yen-liang 172 is located in Shensi Province, China at 34-38-46N 109-13-34E, approximately 28 nautical miles northeast of the city of Hsi-an. The plant is served by road and by a spur of the San-chiao to Tung-chuan rail line.

BASIC DESCRIPTION

When first observed in June 1962, Hsi-an Airframe Plant Yen-liang 172 was in the mid-stage of construction and contained approximately 1.5 million square feet of floor space. Photographic coverage between June 1962 and September 1963 revealed no apparent change in the progress of construction. However, by January 1966, the large workshop/machine shop (Item 17), an administration/engineering building (Item 10) and the subassembly and administration/engineering sections of the final assembly/subassembly building were completed. The plant presently contains over 3.2 million square feet of floor space. This total includes the floor space contained in the airfield support and aircraft maintenance and checkout facilities. These facilities are located along the northwest side of the parallel taxiway and along the taxiway connecting the plant and the airfield. Additional associated training, military and support facilities, although illustrated on Figure 3, have not been included in the floor space tabulation. For the chronological development of the plant from June 1962 through August 1967, plus a detailed functional and dimensional analysis of facilities, see Figure 3 and its accompanying table.

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The test and flyaway field for Plant 172 is the Yen-liang Airfield. This airfield has an [ ] east-northeast/west-southwest serviceable concrete runway, a parallel taxiway, two end-connecting links, five crossover links, three parking aprons, three alert aprons and two maintenance aprons. Other airfield features include 25 hardstands (20 of which were revetted), a test revetment, two loading/maintenance pits and a taxiway connecting the airfield to the airframe plant.

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Although there has been insufficient photographic evidence to date to support the production of medium to heavy aircraft, the dimensions of the final assembly/subassembly buildings, the test revetment and taxiway, the airfield runway and the overall plant floor space suggest that this plant was designed to be capable of such production. The Sino A, a Chinese version of the MIG-19 Farmer, but somewhat larger, has been observed at this plant on two occasions during 1966 (May and August) and on four occasions during 1967 (June, October, November and December). It has also been observed at the Pei-ching/Nan-yuan Airfield (39-46N 116-23E) in February 1966 and at the Tsang-hsien Airfield (38-24N 116-55E) in September 1967. Because of the limited photographic evidence to date, the exact relationship between the Sino A and the Hsi-an Airframe Plant has not been determined.

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Requirement

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EXSUBCOM - GR-I/002-69

CIA/IAS Project

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